

## **AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraph [0015] with the following paragraph:

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Each electronic component has a corresponding seat electronics box (SEB) or a seat electronics unit (SEU), housed in a plurality of boxes 30, that are mounted to the first seat assembly 10. The second seat assembly 10' also includes a plurality of boxes 30'. Each SEB/SEU box 30, 30' is mounted to its associated leg supports 18, 18'. The SEB/SEU boxes 30', 30' are generally large and bulky in size and have exterior dimensions that are equal to a large amount of the space under the seat assemblies 10, 10'. Although the plurality of SEB/SEU boxes 30, 30' may not extend longitudinally under the entire seat assemblies 10, 10', they can disrupt the ability of the passenger sitting behind the respective seat assemblies 10, 10' to position the passenger's legs comfortably or to stow carry-on baggage. Cable bundles 32 with multiple conductors extend from each SEB/SEU 30, 30' and run along aisleway 34 and interconnect the plurality of SEB/SEU boxes 30, 30' within a seat. The cable bundles 32 carry signals and power from a signal and power source 33 to and between seat assemblies 10, 10'. These cable bundles 32 also add to the weight and bulk of the seat assemblies 10, 10' and decrease the passenger-usable space inside the cabin of the aircraft and may decrease the performance reliability of the electronic components. Additional conductors 35, 35' carry the signal or power from each SEB/SEU 30, 30' to each of the electronic components.

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Please delete the Abstract Section of the specification and replace it with the following abstract in clean form.

Q2 An aircraft seat assembly including at least one electronic component usable by a passenger and an single integrated electronic systems which provides signal decoding, signal routing, data management, built in test, and power conversion for each user accessible electronic component which is installed in the seat assembly. The integrated electronics system provides power conversion, signal routing, data management and other electronic requirements for each of the electronic components. The integrated electronics system not only integrates power conversion and signal management responsibilities into one system, but also is integrated into the seat assembly.